

Intimations.

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NEW BOOKS.

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CHINA AND THE ALLIES, by A. H. SAVAGE-LANDOR, 2 Vol., Illustrations and Maps ...	19.00
MISSION PROBLEMS AND MISSION METHODS IN SOUTH CHINA, by Sir HARRY PARKES IN CHINA, Paper by Stanley Lane Poole ...	1.50
Hongkong, 20th July, 1901.	

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901.

A. CHEE & Co.

THE GREAT EMPORIUM FOR
GLASSWARE, LAMPS, KITCHEN WARE,
ELECTRO PLATED WARE.

GREATEST VARIETY LOWEST PRICES.

Hongkong, 22nd July, 1901.

GENERAL DRAPERS.

WILLIAM POWELL, LTD.
GENT'S OUTFITTERS.
CORNER OF WYNDHAM STREET AND QUEEN'S ROAD.

ESSETS FLUID

VERSUS

PLAGUE.

What pure Carbolic Acid can do in
three hours ESSETS FLUID does
in nine minutes.

The microbe or bacillus of bubonic
plague grows readily in artificial
media and is destroyed by Essets
Fluid.

Essets Fluid is superior in every
way to pure Carbolic Acid.

Sole Agents:

WATKINS,
LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

COTTAM & Co.

JUST ARRIVED.

THE FAVORITE SUMMER COLLAR
12 INCH "LEADER,"
BATH GOWNS,
OVERLAND TRUNKS.

Hongkong, 20th July, 1901.

Today's

Advertisements.

NOTICE.

MR. C. E. WARREN begs to inform his
numerous Customers that he will
REMOVE his Office to more commodious
Premises at WYNDHAM STREET (Opposite to
the CLUB GERMANIA) on the 1st August next.
Hongkong, 23rd July, 1901.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
The Company's Steamship

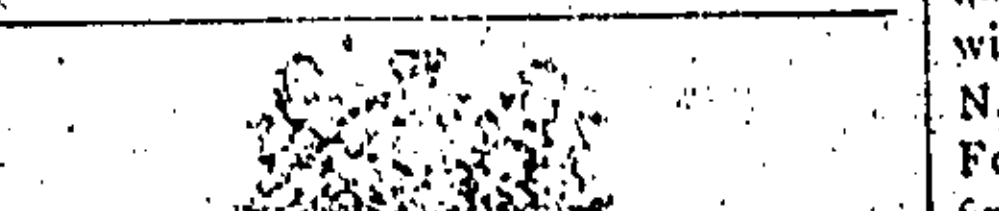
"ESMERALDA,"
Captain J. McGinty, will be despatched as
above on THURSDAY, the 25th instant, at 5 P.M.

This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 23rd July, 1901.

Intimation.



A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY,
Good dinner wine, Green Seal
Capsule ... \$10.50

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule ... 12.00

CC.—SUPERIOR OLD PALE
DRY, NATURAL SHERRY, Red
Seal Capsule ... 12.00

D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule ... 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) ... 20.40

B, C, and CC are excellent dinner
Wines D and E are after-dinner
Wines of a very Superior Vintage.
ALL ARE GUARANTEED PURE XERES
WINES.

We guarantee our Wines and Spirits
to be genuine only when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 23, 1901.

NOTES AND COMMENTS.

Death Traps.

In view of the loss of life that so frequently occurs in the event of a fire in the Colony, we think the Government would do well to consider some means of safeguarding the public in this respect. Take the ordinary type of Chinese house; it is about fifteen feet broad and from forty to sixty feet deep, with one staircase about three feet in width and boarded in with China pine match-boardings about the most inflammable material one could possibly find for such a purpose. The house may be as many as four stories in height and may or may not have an outlet to the roof, while there is seldom one to the rear, unless it be into a small backyard or lane and then this is usually only accessible from the main staircase.

In these houses it seldom happens that a fire takes place without the staircase being one of the first portions to take fire and this, from the very inflammable material used in its construction, burns fiercely and cuts off the inmates of the upper storeys from all escape, unless a trapdoor to the roof is in working order and they can get away by it. And one never sees a house fitted with an iron fire escape such as is in use at home, or with a block and pulley arrangement to work from a verandah or window. As for the Government fire escape, we believe that there are many of our narrow lanes and alleys into which it could not possibly be taken, and ordinary ladders would be too short to reach the upper storeys of the great majority of our newer houses.

Could not the Government, in considering the Building Regulations which are so much talked of, make some rules for the provision of some means of escape from a building in case of fire other than the main staircase? Were this done, we fancy that we should not have such a big list of fatal accidents at our fires. The matter is certainly one which is worthy of careful consideration.

REUTER'S TELEGRAMS.

DEATH OF MRS. KRUGER.

LONDON, July 21st.

Mr. Kruger, wife of the Ex-President of the late Transvaal Republic, has died at Pretoria from pneumonia after three days' illness. It is understood that the Ex-President was privately informed by wire of his wife's death before the news was made public.

TYPHOON WARNING.

WARNING FROM MANILA.

Mr. W. A. Rublee, U. S. Consul General, kindly forwards the following copy of a telegram which he received from Manila to-day:

MANILA OBSERVATORY, July 22nd, 4.30 p.m.

Depression crossed Luzon undeveloped now lying West Dagupan.

HONGKONG OBSERVATORY REPORTS.

The Observatory report says:—
On the 23rd at 11.45 a.m. barometric changes are slight. Probably the depression has become

circular in the China Sea to the S.E.E. of Hongkong in about 16° Lat. Gradients slight for E. winds on the China coast, moderate with strong N.E. winds in the N. part of the China Sea. Forecast:—Fresh to strong N.E. winds; fair at first, squally with rain later.

LOCAL AND GENERAL.

We understand that H.M.S. *Glory*, with Admiral Sir Cyprian Bridge on board, is expected to arrive here shortly.

JACK McAniff is staying in Kuala Lumpur till the Penang meeting and is giving lessons in boxing, club swinging, etc.

THE Naval Authorities advertise in another column information about torpedo running on the Torpedo Range at Kowloon, now taking place.

A BOARD School class, says a morning paper, was asked what is the chief food of the people of India. After some time, a little girl held up her hand and piped out "Famine!"

TWO American stowaways named Edward Harry (18) and Frank Kelly (17) arrived at Yokohama by the *Hongkong Star* on the 10th inst. and were handed over to the Harbour police.

THE piling of the foundations for Messrs. A. S. Watson & Co.'s new store goes on apace. If the new building is on the same scale as the notice board on the site, it will be a grand affair.

THE latest return compiled by the Communications Department shows that the total length of railways in Japan is 3,917 miles 6 chains, and that of overhead telegraph wires 27,402 ft.

5,246 coolies are known to have absconded from their employment in Perak last year. reckoning that each man owed his employer \$5, this comes to a direct loss to the masters of \$26,230.

THE *Kokumin Shinbun* understands that the Japanese Government is investigating the probability of floating a loan in the European Continent, the hope of raising it in England and America being small.

MR. HAZELAND gave his decision in the adjourned case where Messrs. Siemssen & Co. were charged with illegally having arms in their possession. As expected by everyone who had read the evidence, Messrs. Siemssen & Co. were exonerated from blame and the summons was dismissed.

MR. CAMERON, one of the superintendents at the American gold mines at Unsan, Corea, was brought to Chemulpo recently suffering from a disease whose nature was at first not known, but it soon developed into the most malignant form of smallpox and he died on Saturday, the 22nd June.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road, Central. The wrapper will enable us to check the delivery coolies.

WE cannot say if the report is true, but a tale is in circulation to the effect that an enterprising gentleman has, in view of the present high price of land, purchased the sunken dredger and intends erecting a summer residence upon her. The reason he gives is that he can then be sure of having his foundations well sunk. There is no truth in the story that the Government are contemplating using the site for the new Post Office.

APPARENTLY MR. KNIGHT, the special correspondent of the *Morning Post*, blames Singapore for the transfer of the Bangkok Blue-Funnel line to German hands says the *Bangkok Times*. Why does he not turn his eyes to Liverpool for the cause of the mischief, now repeats the *Singapore Free Press* as the *Bangkok Times* said months ago. Go and call on the real party to that transaction in the person of Mr. Alfred Holt.

THE *Nagasaki Press* learns that several changes in the Korean Customs have lately taken place. Mr. Laporte, who was in charge at Gensan, succeeds Mr. Chalmers at Chemulpo. The latter gentleman has been transferred to Seoul, where he will act as assistant commissioner under Mr. McLeary Brown, who, it is reported, will shortly proceed to England on leave of absence. During Mr. McLeary Brown's absence, Mr. Chalmers will act as Chief Commissioner.

DR. DOWIE, of Chicago, has assumed a new rôle, though one in strict logical progression with his pretensions. From the platform of the Auditorium the "Doctor" recently made the following announcement:—"I am Elijah the prophet, who appeared first to Elisha and then to John the Baptist. Now, all who believe me, stand!" Three thousand people rose. Dowie, continuing his speech, denounced everything outside Zion. With prophetic fire he cursed the Pope, the Freemasons, and the newspapers. "You have listened to the first message of the prophet," he cried; "you must pay tithes and offerings into the storehouse of God." A collection followed.

FROM the number of Chinese fitters, blacksmiths and artisans of all sorts who now cycle to and from their work, we imagine that the new tramway should prove a decided boon. The sooner it is completed the better, say we. In the mean time it would doubtless pay some enterprising builder to take up lots well out of the town and erect comfortable dwellings. We are certain that a good number of Mr. Fung Wa Chun's semi-detached Chinese houses would be readily snapped up by the artisan class so soon as the tramway made them fairly accessible. Why does not the Government erect a few model dwellings on this plan? The experiment would be well worth trying. If the Chinese artisan can live in comfortable quarters cheaply and come in to his work by tram, he will do so in preference to inhabiting the crowded dwellings in town.

We learn that both the West and North rivers are badly in flood. On the former several junks and boats have come to grief, one Hongkong Chinese gentleman having lost no fewer than five of his craft used for the carrying of limestone.

THERE was another very fine sunset yesterday, probably attributable to the presence of the typhoon, if typhoon there be, would hurry up and cool us down a bit many people would be devoutly thankful.

CAPTAIN A. C. Loggin, the master of the P. & O. s.s. *Arctida*, has been appointed to the post of Commodore of the P. & O. fleet, in succession to Capt. Reeves, R.N.R., of the *Australia*, who has retired. Commodore Loggin is now the senior officer of the P. & O.

ACCORDING to the latest returns the number of foreigners living in Tokio was 993. The different nationalities were: British 209, French 97, German 80, Austrian 4, Russian 11, American 267, Chinese 181, Portuguese 1, Italian 14, Danes 2, Swedish 8, Dutch 8 and Spanish 1.

HAVING regard to its population and interests, England has the smallest number of judges of any country in the world. Ireland, with a population of about five millions, has 17 judges, while England and Wales, with a population about seven times as large, have no more than 29.

THE latest fad adopted by our local architects appears to be that of the false gable. We cannot see that it lends any particular beauty to a building and, as it is simply a wall extending some distance above the roof, we are rather inclined to think that it may prove a positive danger in the event of a heavy blow. It will be interesting to note how these erections stand in a typhoon. By the way, the craze for dotting pepper boxes over buildings seems to have died out.

A MAN named Kinoshita Tatsuzo, a gardener in Aramaki maru, Kawachi gori, Japan, shot Yano Ikusaburo, a dyer in the same village, and his two sisters with a revolver on the 12th inst. The would-be murderer shot Ikusaburo first and his sisters afterwards. Ikusaburo and one of the women were badly injured and were brought to the Kobe Hospital. After committing the triple crime, the man shot himself dead on the spot. The tragedy is reported to be the outcome of disappointment in a love affair.

A FEW days ago, A. de Silva and P. H. Klyne were arrested at the Singapore Botanical Gardens by a lance-corporal in charge of the place; the former for the alleged theft of a black swan, the property of the Forest Department; the latter for aiding and abetting the theft. The bird was found in their possession squeezed into a carpet bag, far too small to hold it. The men were also in possession of firearms. They were taken before Mr. Green and the case was postponed till the 22nd inst. to enable them to produce witnesses. Bail of \$200 each was allowed.

EVERYBODY will, we think, be sorry to hear of the death of Mrs. Kruger at Pretoria. How it comes about that she did not join her husband after his flight to Europe we cannot say. There would not have been any objection to her doing so, we imagine, for we do not war upon women, and if Mrs. Botha can be allowed to leave, it would have been equally easy for Mrs. Kruger to have done so. No doubt the hypocritical pro-Boers will lay her death at our door, but they may rest assured that she received all attention at British hands in the captured capital.

LAST evening a five-oared boat race was rowed between the European and Chinese members of the Police stationed at the Water Police Station, Tsim-tsa-tsu. The Europeans had completed about half the course when their stroke had the misfortune to break his oar. Nothing daunted, however, the men stuck to their task and finished the race but a boat's length astern of the Chinese. Considering what a capital lot of oarsmen the Chinese crew was composed of it is very creditable to the Europeans that they did so well. We hope to hear of another trial between the two crews unattended by any accident, when a capital race should result.

THE death is announced of Mr. Wooyeda of the Mitsui Bussan Kaisha, Tokio, from consumption. The deceased gentleman, who was in his forty-seventh year, was a native of Nagasaki and fourth son of Mr. Ikeda, a retainer of the Yangawa Han when in his third year he was adopted by Mr. Wooyeda of Nagasaki. After studying he was sent by Mr. R. Irwin, formerly Minister for Honolulu, to the Commercial school of Boston. He returned to Japan in 1876 and entered the Mitsui Bussan Kaisha. Mr. Wooyeda was a Director of the Shanghai Cotton Spinning Co., and Auditor for the Kiushu Cotton Spinning Co., and Japan Brick Co., besides being a member of the Tokio Chamber of Commerce.

IN accordance with the plan formulated some time ago by the Government at Washington, to re-establish the European naval station, the *Manila Times*, the cruiser *Albatross* and the gunboat *Nashville*, now on this station, have received orders to sail on 1st July for the Mediterranean, where they will probably be joined by additional vessels from the home stations. It is rumoured that this station, the headquarters of which are not yet known, will be opened by Admiral Remy with the *Brooklyn*, which is now on her way from Australian waters either to Manila or direct to the new European station. The American navy has had no European naval station for some twelve years, the only vessels that have cruised in European waters having been the training ships. The last naval station was at Ville Franche between Nice and Monaco, where a naval storehouse was maintained. Previous to that and up to about 1870 the headquarters were Lisbon, Portugal where a storehouse was located, and in older times Port Mahon, a small island in the Mediterranean, was the rendezvous for the fleet.

A CONTEMPORARY says that Professor Voges, the Director of the National Board of Health at Buenos Ayres, according to a report received at the State Department at Washington, has discovered a remedy for mosquito bites. The professor states that he discovered it by accident during his trip to Paraguay to study the pest. He had been supplied with all sorts of remedies, among them naphthalene, an article of no value against the pest, but on using it for mosquito bites he found it of good effect. It neutralizes the poison, even when the spot bitten is greatly inflamed. If fresh bites are rubbed with naphthalene no swelling follows. The professor considers naphthalene almost a specific against mosquito poison.

A CONTEMPORARY says that the United States are showing us a good example in the vigour and determination with which they have recently set about the abatement of the spitting nuisance. Arrests are common, and New York magistrates are beginning to deal seriously with the offence. Mr. Sexton, President of the Board of Health, not long ago assigned seventy of the one hundred policemen detailed for tenement house and other sanitary work to the special duty of riding about the town in surface and elevated railways, and arresting those whom they saw break the ordinance against expectoration on the floors of street and railroad cars and other public vehicles, ferry boats, and public buildings. We think, however, that they will have to abate a great deal of expectation before they can set us much of an example.

REFERRING to the Washington cable dispatch, saying that the United States does not mean to protest against the maintaining of a garrison at Shanghai, the *Frankfurter Zeitung* says: "This is a very sensible conception of the situation since Shanghai is Chinese and not English, and the only country having the right to protest is China. Germany has precisely the same right to take care of her Yangtze interests and commerce that any other country has." A number of German papers during the week indicated that Germany, Great Britain being practically powerless for the time, used strong pressure to bring about the Anglo-German Yangtze Agreement. The *Tagblatt* says: "The abandonment by Great Britain of her Yangtze sphere of interest idea, is, perhaps, the most severe blow Great Britain has sustained since the South African War began."

THE PLAGUE.

Number of cases reported (Chinese.....1,499

up till noon of the 22nd

July, 1901 51

Number of cases reported (Chinese.....1

during the past 24 hours (Other Asiatics.....0

Europeans.....0

Total number of cases reported to date 1,588

Number of deaths reported (Chinese.....1,463

up till noon of the 22nd

July, 1901 39

Number of deaths reported (Chinese.....1

during the past 24 hours (Other Asiatics.....0

Europeans.....0

Total number of deaths recorded to date 1,507

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 8

Other Asiatics 0

European 1

Total 9

Deaths Chinese 9

Other Asiatics 0

Europeans 0

Total 9

The plague returns for last week were:—

Cases 13

Deaths 16

AT THE MAGISTRACY.

UNLAWFUL POSSESSION OF HOCK.

L. S. A. Terrett, No. 21, charged Yeung Muk with the unlawful possession of two bottles of hock. The defendant was sent to prison for 14 days. The fate of the hock can only be surmised.

WELL CONDUCTED CASE.

Wong Chi was charged with stealing from the person a purse containing \$9.30. Inspector Kemp was in charge of the prosecution and sheeted it right home, with the result that the defendant went to prison for 6 weeks' hard labour.

DISCHARGED.

John L. Reilly, of Scotland, was discharged on a plea that he was disorderly and assaulted the police. E. H. Evans of the R. W. F. and W. Smith P. S. 54 gave evidence, but it was not conclusive and the defendant was discharged.

STEALING A WATCH AND CHAIN.

Mr. Sullivan, of Kennedy Road, charged Chin Yuen with stealing a watch and chain and pencil case. Chin Yuen went to prison for three months and Li Chi, a pawnbroker, was ordered to return the goods without repayment of the loan.

OPIUM CASE.

Tang Lan was convicted of having 25 taels of prepared opium in her possession, as well as 9 taels of raw. Mr. Kemp fined her \$250 for 3 months' hard labour. She went to prison.

BURGLARY AT LANE, CRAWFORD & CO'S.

Chan Tsui was charged with breaking and entering and stealing property to the value of \$344, the property of Messrs. Lane, Crawford & Co. Duncan Clark, a partner in the firm being sworn, said, he recognised the defendant as a coolie that hangs about the premises and does odd jobs, but he has no right to be within the premises.

Bert. Eustace sworn said, he was an out-fitter in Messrs. Lane, Crawford & Co. and identified the property produced as belonging to the firm. He valued them at about \$500.

Li Pin, P. C. 173, said he was on duty at Praya Central. He stopped the defendant carrying a bag. The defendant said he was engaged to carry the bag. He arrested the defendant.

The Indian Watchman also gave evidence. The defendant said he was simply engaged to carry the goods and did not know they were stolen.

Mr. Kemp sentenced him to 6 months' hard labour.

DISORDERLY ON PEDDER'S WHARF.
William T. Meurel, a soldier of America, was fined \$5 or 14 days on charges of being disorderly and assaulting the police. Although the deposition was marked "unimpaired" we think the money can be raised up.

THE GREAT MEAT QUESTION.
A wave of relief will no doubt sweep over the community when it is understood that the great case that has lately been occupying the attention of the magistracy has been settled. We refer to the important mutton and beef robbery at the Hongkong Hotel. Evidence was called this morning seeking to implicate a Chinese Lukong, who was supposed to have received the meat from an Indian watchman. It was shown that it was mutton, and not only beef that had disappeared from the Hotel. A most important witness "Mac" who has a keen sense for meat, was present but was not called. The Lukong was acquitted on the charge of larceny, and was fined \$5 for misconduct as a police constable.

THE UNREST IN NORTH BORNEO.

JESSELTON THREATENED.
Writing on the 14th instant, our Labuan Correspondent says: "News came down yesterday morning that another attack on Jesselton is expected. The Police Station has been fortified by barricades of sleepers and earth built up all round with loopholes for firing through, and should an attack take place, the bullets will find a convenient billet in the village houses, which are in a direct line with the fortifications."

Not many days have gone by since the first and second divisions of the Chartered Company's army sallied forth from the direction of Ambong in pursuit of the rebels, but no news is yet to hand of any fight having taken place. Mr. Selby's followers have, as usual, done the De Wet act under cover of the jungle. This state of rebellion on the West Coast has now become chronic.

CURIOUS MIXED COURT CASE AT SHANGHAI.

The *China Gazette* has the following account of this affair:

The Mixed Court was again occupied for two hours on the 15th inst. with the case of the Chinese Chu Lung-ling against whom the Police authorities have brought various vague charges, ranging from murder to gambling, in order to get the Court to direct his being handed over to the City Authorities. Mr. Ellis appeared for the defence and demanded the man's release upon the grounds that all the police charges had utterly broken down and the man could not be sent into the city until the Assessor was satisfied that a *prima facie* case had been made out against him. Mr. Ellis administered a stinging rebuke to Chief Inspector Ramsay for his extraordinary conception and discharge of his duties in connection with these mysterious warrants, and the officer vainly attempted an explanation. In the end the Inspector had to withdraw all his charges and admit that nothing had been established against the victim of this most extraordinary persecution, while the Assessor (Mr. Mayers) who agreed with Mr. Ellis's strictures on the Police, marked the charge sheet that the accused was discharged and recommended in the "remarks" column that the most searching enquiry should be held into the conduct and motives of the Police in the matter.

NAVIGATION OF THE INLAND SEA.

The *iji* writes on the necessity for providing special regulations in connection with the navigation of the Seto-Umi, the inland sea of Japan, in order to prevent accidents to navigating vessels. According to the latest statistics obtained, foreign-style vessels which daily passed through the inland sea last year, were thirty in number on the average, and adding Japanese-style vessels, etc., the number would reach over 200 on the average. The number of accidents to vessels on the Japanese sea coasts during 1899 was 397, of which 90 cases occurred in the inland sea. Of the total length of 7,000 miles of Japan's sea coast, the inland sea coast is only one-twentieth of the mileage, but one-fourth the total number of accidents took place within this limit. This fact shows the necessity of instituting special navigation regulations for Seto-Umi in view of the increasing number of voyages in the inland sea, and also the construction of larger vessels of greater speed. Late last year an investigation commission was formed, consisting of the officials of the Navy and of Agriculture and Commerce, for the purpose of framing inland-sea navigation regulations, but no progress has been made in the matter of investigation. Our contemporary hopes the commission will expedite its work, so that a draft of the regulations may be submitted to the next Diet and may be put in operation at the earliest possible date. "The distance between the opposite coasts of the inland sea is less than six miles, and therefore it is undoubtedly the part of the territorial waters of Japan, as the powers generally recognise three miles and sometimes six to ten from their coasts as the scope of their territorial waters, and any dispute about the question such as cropped up in connection with the *Chikima-Kanama* case, will be prevented if these navigation regulations can be quickly provided."—*Japan Herald*.

A SEQUEL TO THE BLAGOVESHCHENSK MASSACRE.

GENERAL GRIBSKI COMMITTS SUICIDE.

From an unimpeachable source the *Nagasaki Press* learns that General Gribski, the military governor of Blagoveshchensk and districts, committed suicide in the early part of this month as he was approaching the above city on his return from St. Petersburg.

General Gribski, it will be remembered, was in charge of Blagoveshchensk in August, 1900, when that city was attacked by Chinese bandits from Aigun, who from the opposite side of the Amur fired on the Russian city. The presence in their midst of a large body of peaceable Chinese was regarded by the Russians as a grave peril, and instructions were asked from St. Petersburg.

The new historic telegram "Fling Chinese across Amur" was wired from St. Petersburg; and, during the temporary absence of General Gribski, the message was literally interpreted by the Chief of Police, whose blood-thirsty Cossacks gathered the Chinese together, men, women, and children, to the number of nearly 5,000, and literally flung them into the water, none of the Chinese escaping.

General Gribski was subsequently recalled to St. Petersburg to explain matters to his Imperial master, and there is reason to believe that he was returning to Blagoveshchensk in disgrace and so decided to take his own life.

UNVEILING OF THE PERRY MONUMENT.

The Perry Monument at Kurihama, near Utsunomiya, was successfully unveiled yesterday, says the *Kobe Herald* of 15th inst. Unfortunately bad weather interfered with the success of the proceedings. An extra train conveying guests from Tokyo was despatched at 7.45. These guests embarked on the battleship *Sakishima* and the Red Cross Hospital ship *Hakuni Maru* at Yokohama, arriving at Kurihama at 11. The place where the ceremony was to take place was enclosed by a bamboo fence. A large arch surmounted by Japanese and American flags, was erected at the entrance to this enclosure. The Japanese warships *Sakishima*, *Amagi*, *Fuso* and the hospital ship *Hakuni Maru*, the American warships *New York*, *Yorktown*, and *New Orleans* were at anchor off Kurihama fully "dressed." Salutes were fired when the monument was unveiled. Baron Kaneko, President of the Beiyu Kiokai, under whose auspices the monument has been erected, made a speech, and Colonel Buck, U. S. Minister to Tokyo, General Kodama, Minister for War, Admiral Rogers, Mr. Sufa, Governor of Kanagawa Ken, and Rear-Admiral Beardslee also spoke. After the mainstays from the *Sakishima* and *Amagi* had presented arms to the new monument, the guests repaired to the refreshment shed which was prettily decorated with the flags of all nations. The guests returned to Yokohama by the *Sakishima* and *Hakuni Maru*. There were upwards of 500 persons present including Japanese and foreign officials.

SICKNESS IN JAPAN.

Two cases of cholera are reported from Omura, Miyagi pref. Kagawa ken. One case proved fatal.

One suspected case of cholera was reported from Aino, Banaru, and another case in Kusunoki Cho, Niigata in Kobe on 14th inst. Neither case has been confirmed as genuine cholera so far.

The Kobe City authorities report 4 new cases of typhoid fever, 1 case of dysentery and 2 cases of diphtheria for the seven days ended 14th inst. All these patients were still under medical treatment when the mail left.

A Gifu despatch states that dysentery is spreading fast in the eastern province of Mino. Thirty new cases were reported in the ken on the 13th. The total number of patients so far is 55, of which number 22 have been thoroughly cured and 3 cases proved fatal.

BANGKOK AND BUBONIC PLAGUE.

The following letter appears in a recent *Siam* Sir:—A few persons in Bangkok would appear to be aware of a few weeks ago a steamer arriving from Hongkong brought with her three Chinese suffering from bubonic plague; the vessel was, of course, put into quarantine and thoroughly disinfected before being allowed to come on to Bangkok, but the affair shows the risk of the terrible scourge getting here. Now we learn that it has reached Puket and that people are dying there like rotten sheep. These being the facts I may well ask what preparations the local Sanitary Authorities have made in the contingency of an outbreak of the dread disease occurring here. Of course I know that hitherto Bangkok has been fortunately free from the scourge, but this I take it has been mainly due to the Quarantine Regulations, and in no degree to the energy of the Sanitary Authorities, if such exist, as I am informed they do. Supposing it were to make its appearance in Siam or any of the more congested and poorer localities what chance would there be of stamping it out? This I take it is a question meriting our attention. Only a day or so ago, Sir, you told your readers that rats were dying in numbers in certain localities and since that I have heard the same thing from other people who have personally seen the dead animals. It is well-known that in all cases where there has been a serious outbreak of plague the same thing has happened, as it is also well-known that rats are the greatest bearers of contagion. Is it, not then time some steps were taken to insure the place against a visitation of the fearful disease? During the past few years it has spread to seaports all over the world and although Bangkok has hitherto passed off unscathed, that is no guarantee that it will always remain so.

In writing thus I have no desire to scare anybody but merely to call the attention of the Authorities to the matter early and prove too late. They have recently blessed (?) us with a fearful and wonderful drainage system (which "does not work"), a very considerable number of the houses of Bangkok stand over stinking cesspools and what will happen should the disease once get a foothold is terrible to contemplate. These being the facts I trust that in the general interests of the public, Siamese and foreign, I may crave space for the insertion of this little reminder. Enclosing my card, I remain,

SALUS POPULI SUPREMA EST LEX.
Bangkok, July 11th, 1901.

A DOCK COMBINATION.

The following information was communicated to the *Siam Observer* of the 1st inst.:—We hear that the Bangkok Dock Co., Ltd., and Messrs. Riley Harveys and Co., Ltd., the leading engineering firm at Singapore, have arrived at a friendly arrangement by which the latter Company are the representatives of the Dock at Singapore and the Dock Co. represent the Singapore firm in Bangkok.

These two powerful and influential Companies will form a column of mutual strength and support, and each Company will undertake work for the other. This combination cannot fail to be of advantage to the communities of both ports and especially to those interested in carrying out works for the Government and the various Railway consignees, ship-owners and mill-owners.

QUICK-FIRING RIFLE.

It is intended, says the *Daily Express*, to issue 50 rifles of a new pattern to each battalion of the British Army, "thus adding to the regimental firing-line a 50 Maxim power." The new weapon is the Simpson machine-rifle, which has received official approval after extended tests. This machine-rifle is a bijou Maxim, which can be used by individual soldiers almost as easily as the ordinary weapon, and it can pump a hail of lead with extraordinary speed. It is used in the prone position with the user lying across a saddle frame, the weapon being held in position by hand carriage, and there is no companion to it for rapidity of fire in the ordinary rifle. Mr. Simpson is also submitting a rifle fitted with lie in scalloped sockets in the butt, and near the magazine. The rests, when pulled out on going into action, do not in any way hamper the movements of the man or impede the free use of the rifle with the bayonet fixed. When

the soldier comes to the prone position, the rests entirely relieve the strain of standing the rifle. Some remarkable scoring has been made with Lee-Enfield rifles, fitted with the rest attachments, and the scores have been indifferent shots. The invention has been seen and approved by Lord Roberts, the Duke of Connaught, Lord Lansdowne, and many others.

"DISCRETION" V. "VALOUR."

A fuller version of the American *Attache's* report on the Boer war says that the British do not possess caution. They just push ahead, and take the consequences; but Lord Roberts is a shining exception to this rule. The report adds that for indomitable courage, uncomplaining fortitude, and implicit obedience, British troops are beyond criticism.—*Singapore Free Press*.

Oh Tommy, Tommy Atkins! Hear you what the Yankees say,
Of the reckless, fruitless manner that you fling your life away.
Oh Tommy, Tommy Atkins, while we keep your memory green,
We'd prefer to have it tucked under a gloomy "might-have-been."

Oh Tommy, Tommy Atkins! Will you never have the sense,
To try and keep your carcass snug inside the Present Tense?
Oh Tommy, Tommy Atkins; why will you strive so fast,
To conjugate your carcass into a glorious Past?

Oh Tommy, Tommy Atkins; in the Book we all revere,
There's a verse that ought to make you try to linger longer here;
Where it says a simple canine who still retains his breath,
Is better than a Lion who has happened upon his death.

When will it strike you, Tommy, that there's just one finer thing
Than fighting for your Country and dying for your King?
That while we love you for it and brag about your "go,"
You're far a better man on earth, than snugly tucked below.

Besides, when out a-boering, with your head held up on high,
You may, with luck, reduce the foe by one before you die.
But Tommy, Tommy Atkins; hid behind a blade of grass,
You'd bag a couple easy, you brave egregious ass.

Oh Tommy, Tommy Atkins! For the love of Heaven, blast
Don't think a man's a coward when he guards his vital spark.
And Tommy, Tommy Atkins, when quite needlessly you fall,
Then, your duty to your Country, you have failed in—that is all.

JOSS CHINCHINJOSS,
in S. F. Press.

PING-PONG AT COLOMBO.

The G. O. H. has been very quiet for some time, but last evening it shook itself and once more faced the music in right good style. A "Ping-pong dinner" is certainly a novelty for Colombo, and whoever hit on the idea is to be congratulated. "Ping-pong" like everything else fashionable or popular at Home, has taken a long time to meander so far East as Colombo, and this may account for the fact that when the gallant officers of H. M. warship *Talbot* issued a bold challenge to the pick of Colombo to stand up and do battle at Ping-pong, there was no response. Some had heard speak of the game, others had read of it in *Punch*, and one or two had been at Home had actually seen it played, but there was as much lack of accurate information about it as there is over the personality of De Wet, and there seemed to be confusion whether "Ping-pong" should be played with cues like table billiards or with bats like Badminton. Since Colombo was unable to take up the challenge of the up-to-date sailors, no doubt she has learned something of the game, which is "all the rage" away West, and over which young and old are going quite as mad as ever. At all events ping-pong went on in the dining-room of the G. O. H. with the utmost zest until the wee sma' hours of this morning.

A special dinner preceded the play, and the fine dining-hall of the G. O. H. was well filled with residents and guests. The string band of the Ceylon Volunteers played a selection of music. The diners did not linger very long at the tables over their coffee and liqueurs, but shortly after nine o'clock the cloths were moved, and the Ping-pong apparatus fixed in position. This is a simple matter. An ordinary dining table is all that is required, and to this is affixed a net seven inches high. A ball, like the racquet, and a piece of celluloid—very light but by no means fragile—the ball. The game is then like lawn tennis, excepting that

VOLLEYING IS NOT PERMITTED.

There is only one service, and the serving is strictly limited to underhand. Ten sets had been supplied by Messrs. H. W. Cave and Co. for use during the evening, and for the best part of four hours the game never flagged. There was expectancy on every face when the game was commenced, but it was soon seen that its difficulties were practically nil, or at least only such as a few minutes practice and acquaintance would reduce to nothing. The Misses Cave, it was quickly evident, played the game with the skill that came from practice, their service being accurate and returns well placed. The fun became fast and furious as the players warmed to their work, and perhaps the spectator who sat at his ease and watched the apocryphic symptoms creeping over the features of their wildly struggling male friends had the best of the game. A well waxed floor and pumps are hardly the safest accessories for galumphing about after a wee bit of a ball, when you get up to it is not there, and, when you close your hand upon it, has playfully disappeared. One or two of the ardent sportsmen who pursued too eagerly the phantom of celluloid, well realised this when they unintentionally floundered about on their backs, to the huge amusement of the others. At midnight the game was still in full progress. The ladies had long gone away, and the introduction and hid them to "whisky-soda," now crept from bars into the "Ping pong saloon," and remaining to bless where they had evidently come to revile, endured all the tortures of self-promoted prickly heat with the most praiseworthy stoicism. It was about one o'clock when, finally the battles were laid down and the tired "boys" were given a rest. If the reception which the game of "Ping-pong" received last evening at the G. O. H. is a fair criterion, there can be little doubt that very shortly Colombo may hope to "have the old country in much admiration for the latest indoor game. It is unnecessary to reproduce the tennis, as they are practically the same as for tennis.—*Times of Ceylon*. (June 28).

NEW LIGHT ON THE SPANISH-AMERICAN WAR.

U. S. RED BOOK DESPATCHES.

The American red book for 1898, comprising the country's foreign relations during the eventful period of the Spanish-American war, was just appeared (says a Washington telegram). It contains an exhaustive summary of the official correspondence. The Dupuy de Lome incident and the blowing up of the *Maine* are treated under separate heads. The first official notification to Spain that the United States expected the independence of Cuba was in a despatch from Secretary Hay to Minister Woodford on March 28th, 1898. The President had previously instructed Mr. Woodford to endeavour to have Spain grant Cuba "full self-government." Spain at once asked the meaning of this term.

In reply Secretary Hay cabled: "Full self-government with indemnity would mean Cuban independence."

It appears that just before the war broke out Minister Woodford sent word that the Queen Regent, yielding to the request of the Queen, was about to decree a termination of the war in Cuba for a period of six months. Mr. Woodford was hopeful this would avert a crisis in the trouble between Spain and the United States, but this hope was not realized, as Congress soon after adopted the resolutions of intervention.

The peace negotiations both in Washington and Paris have been in extension. When the acquisition of the Philippines came up Secretary Hay cabled Mr. Day, saying: "The sentiment in the United States is almost universal that the people of the Philippines, whatever else be done, must be liberated from Spanish domination. In this sentiment the President fully concurs. Nor can we permit Spain to transfer any of the islands to any other power; nor can we invite another power or powers to join the United States in sovereignty over them. We must either hold them or turn them back to Spain. Consequently, grave as are the responsibilities and unforeseen difficulties which are before us, the President can see but one plain path of duty—the acceptance of the archipelago."

Early in the war the State Department directed the American Ambassador at London discreetly sound the British Government upon its vessels using the Suez Canal. In reply it was stated that the British Government held that we were unquestionably entitled to the use of the canal for war vessels. The declarations of neutrality by most of the foreign governments, except Germany, are given, and as to Germany, Ambassador White gives a conference with Baron von Buelow in which the latter says that Germany has not for twenty years issued a proclamation of neutrality.

SHIPBUILDING IN JAPAN.

Shipbuilding, says *Engineering*, is one of the main factors in the prosperity of Nagasaki, one of the foremost ports of Japan. The shipbuilding yard at Nagasaki can build four ships of the respective lengths of 600ft., 400ft., 350ft., and 300ft. The total area occupied by both shipyard and engine works already exceeds 600 acres, and this is steadily being enlarged, and the number of men employed averages over 6,000 tons, which are now running with efficiency on the European line, while a large number of smaller size for various purposes have been turned out from the establishment. The vessels now under construction aggregate no less than 18,800 tons.

THE COCOS-KEELING ISLANDS.

TELEGRAPH STATION TO BE FORMED.

At the end of this month, says the *Straits Times*, a party of telegraph men from the Singapore Depot will leave for Direction Island, which is one of the Cocos-Keeling Group. They are Messrs. Cameron, Spriggs, Wishart, Ingram, and Macartney; and they will take with them a number of Chinese carpenters, servants, etc. On the arrival of the party, quarters will be erected and preparations made for the reception of the new All-India Cable, running via the Cape, Mauritius, and Direction Island to Australia. Direction Island is one of the many islands in the group, and is composed entirely of coral running to a uniform height of about twenty feet above the level of the ocean. There is nothing on the island but coconuts, which are forwarded to Batavia and there sold. We understand that the party will be conveyed to Direction Island on the *Giang Ann*, which steamer also takes some hundreds of tons of stores for the use of the men.

FAR EAST FLEETS.

It is understood, says an exchange, that the fleets of the Powers in the Far East will undergo a change upon the conclusion of the peace negotiations in North China. The British Government is sending fresh vessels out, but has recalled others. The American Government has also started to reduce its fleet in Asiatic waters and two warships are already on their way home. The German Government issued orders for the return of four ironclads which were sent to the Far East last year, and France and Italy are understood to be considering the advisability of withdrawing some vessels in the near future. Russia alone shows no signs of withdrawing any ship sent to the Orient last year. On the contrary, Russia is arranging to increase her fleet in this part of the world by five or six additional warships before next winter. If these changes take place the British fleet, which has heretofore ranked first in Asiatic seas, will be relegated to the second place and the Russian fleet will rank first.

NOTANDA.

CALENDAR.

JULY.
Meteorological means based on fifteen years' observations to 1898.
Barometer.....29.738
Thermometer.....81.6
Humidity.....83.0
Rainfall.....14.210

YESTERDAY.
WEATHER REPORT.
On date at On date at
10 a.m. 4 p.m.
Barometer.....29.78 29.70
Temperature.....86 87
Humidity.....64 64
Rainfall.....— —

TO-DAY.

Tuesday, 23rd July, 1901.
Chinese—*Sit* of 6th moon of 27th year of Kwang-si.
Sun—Rises.....5hr. 20min.
Sets.....6hr. 42min.
Moon—First Quarter 5hr. 35min. a.m.
High water—Morning.....7hr. 14min.
Afternoon.....7hr. 36min.
Low water—Morning.....7hr. 56min.
Afternoon.....7hr. 30min.

ANNIVERSARIES.

1863—Thirty-eight convicts drowned in Hongkong harbour by the capsizing of a boat.
1682—Armed attack on Japanese Legation at Seoul, Korea, and eight of its members killed.
1892—Loss of the ship *North American* in the Kili Channel.
1896—Loss of the German gunboat *Tis* and her crew with the exception of ten men.
1899—Three people killed by lightning at Charlottenburg, Germany.

TO-MORROW.

Wednesday, 24th July, 1901.
Chinese—*6th* of 6th moon of 27th year of Kwang-si.
Sun—Rises.....5hr. 20min.
Sets.....6hr. 42min.
Moon—In Apogee.....11hr. a.m.
High water—Morning.....7hr. 58min.
Afternoon.....7hr. 18min.
Low water—Morning.....7hr. 10min.
Afternoon.....7hr. 30min.

ANNIVERSARIES.

1704—Gibraltar captured by Admiral Rooke.
1834—British trade prohibited at Canton.
1886—Anglo-Chinese (Burmah) Convention signed at Peking.
1899—The result of the Peace Conference at the Hague published.

AGENDA.

10 a.m.
Cargo ex *Tientsin* subject to rent.
Cargo ex *Batavia* subject to rent.

TO-MORROW.

O. S. K. Co's steamer *Maidaura Maru* leaves for Anping via Swatow and Amoy.
"Shire" line steamer *Glumorganshire* leaves for Kobe and Yokohama.
3 p.m.—C. & M. Co's steamer *Perla* leaves for Manila.
Cargo ex *Coromandel* subject to rent.

THURSDAY, 25th.
(About)—N. D. L. steamer *Bayern* leaves for Singapore, Penang, and Colombo.
Cargo ex *Silthonia* subject to rent.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—
July 15th.

Mr. W. S. Burrows is appointed chief officer of the *Hailan*.
Mr. A. B. Short is 2nd officer of the same steamer.
Mr. Fairhead, 2nd engineer, s.s. *Diamond*, has resigned.

July 17th.
A. H. Macdonald has gone to Manila to join the *Zafra*.
J. Fairweather, 2nd engineer, s.s. *Diamond*, has resigned.

July 17th.
T. Clark, 3rd engineer, *Diamond*, is promoted 2nd engineer, s.s. *Diamond*, as 3rd engineer.
D. M. Wilson, has joined s.s. *Diamond*, as 3rd engineer.

John Pender, chief s.s. *Nanshan*, is promoted chief, *Nanshan*.
W. A. Jamieson, has joined *Nanshan*, as 3rd engineer.

R. W. Musgrove, has joined s.s. *Thales*, as 2nd engineer.
Ed Potts, has joined s.s. *Perla*, as 3rd engineer.

John Allan, Amoy Dock, has resigned.
John Watson from Saigon Rice mills, has joined Amoy Dock, vice Mr. Allan resigned.
James Watson, resigned from *Siskian*, has joined Saigon Rice mills, vice John Watson, resigned.

July 22nd.
Mr. Mann is promoted to 2nd officer of the *Haiting*.
Mr. Smallwood recently acting 2nd officer of the *Haiting*, has gone back to the *Thales*.
Mr. W. Shiphill, 2nd engineer *Hongkong Maru*, resigned his berth at San Francisco.
Mr. H. D. Louth is appointed 2nd engineer to the same vessel.

July 23rd.
The officers of the *Tsinan* (Capt. O. Anderson) are; chief officer Mr. C. Webb, 2nd Mr. A. Burn, 3rd Mr. F. Carle, 4th Mr. D. Smyth, chief engineer Mr. J. Runcie, and Mr. M. Murray, 3rd Mr. P. Macquie, Doctor, J. Baxter, M.B. chief steward, Mr. J. Wilson.

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July 23rd.
The officers of the *Tsinan* (Capt. O. Anderson) are; chief

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie	MARSHALLS, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJO KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU J. W. Wale	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 18th July, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 4th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE; Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY Co.'s Lines.

THE Steamship.

"KAISOW," Tons 3,020. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

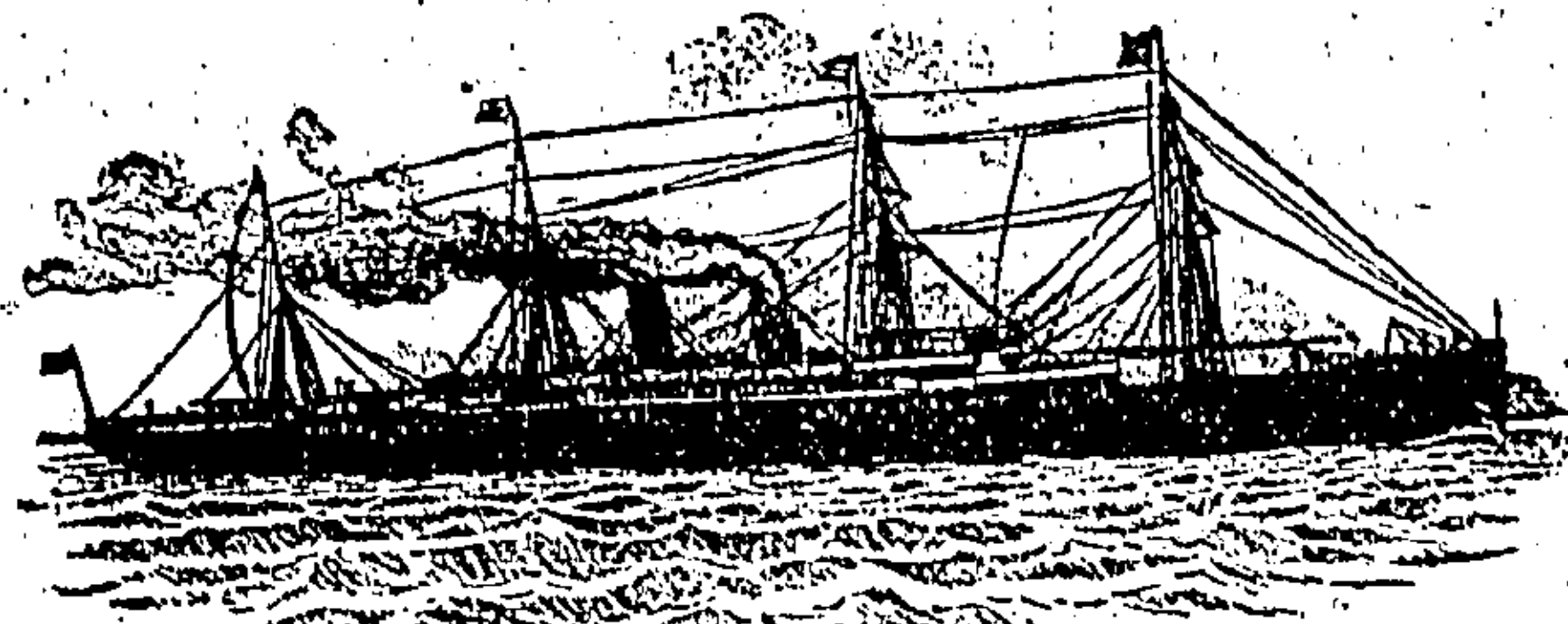
For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 17th June, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA" TUESDAY, 6th August, at Noon.
"DORIC" THURSDAY, 15th August, at Noon.
"PERU" SATURDAY, 31st August, at Noon.
"COPTIC" TUESDAY, 10th September, at Noon.
"CITY OF PEKING" TUESDAY, 24th September, at Noon.
"GAELIC" WEDNESDAY, 2nd October, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

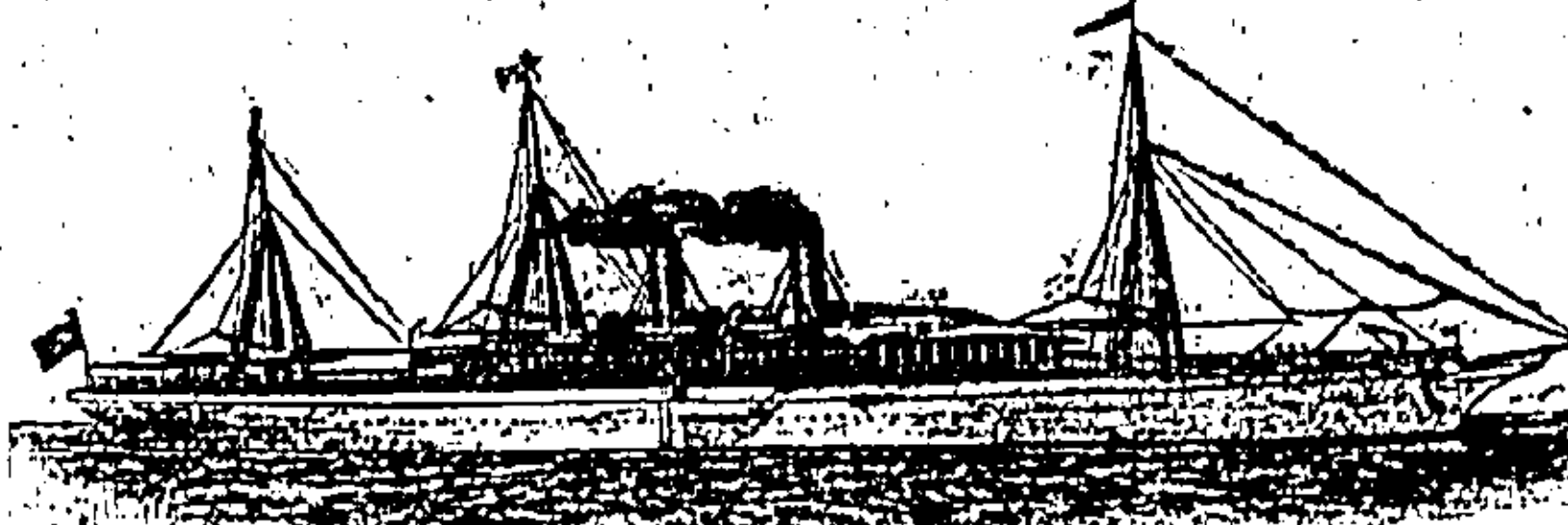
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 23rd July, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRAOCHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and COLOMBO).	9th August.
ALEXANDRIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	2nd Sept.
SIBIRIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	10th Sept.
ANDALUSIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	21st Sept.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 19th July, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
TIENTSIN (LOILO and CEBU)	"NANCHANG"	24th instant.
MANILA	"KASHING"	24th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	25th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd July, 1901.

[51c]

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL
GLASGOW and LIVERPOOL	"STENTOR"	25th July.
"	"DEMENEUS"	25th August.
"	"ORRIS"	13th August.
"	"ALBA"	13th August.
"	"TYDEUS"	26th August.
"	"PYREHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"DEUCALION"	6th August.
"	"PELEUS"	20th August.
"	"STENTOR"	3rd September.
LIVERPOOL (DIRECT)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 23rd July, 1901.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above TO-MORROW, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

A.B.—Return Tickets issued by this Company and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901.

[681c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship.

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, TO-MORROW, the 24th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th July, 1901.

[226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain G. S. Weigall, will be despatched as above on FRIDAY, the 26th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th July, 1901.

[776c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901.

[321c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 5th August.

To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th July, 1901.

[527c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJO, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION," will be despatched for PORTLAND (OR.) on or about the 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO.

Hongkong, 19th July, 1901.

[765c]

"SHIRE" LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE," Captain Davies, will be despatched for the above Port, TO-MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd July, 1901.

[766c]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ALEXANDRIA," Captain Rorden, will be despatched for the above Ports, TO-MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd July, 1901.

[773c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERIA," Captain G. T. Blackland, will be despatched as above TO-MORROW, the 24th instant, at 3 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 22nd July, 1901.

[749c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU," (3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 10th July, 1901.

[769c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOJO.

THE Company's Steamship

"LAISANG," Captain Geo. Payne, will be despatched as above on SATURDAY, the 27th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th July, 1901.

[771c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY Co.'s Lines.

THE Steamship

"YANGTSE," Tons 6,457. Commander H. L. Allen, is due here on 6th August and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 19th July, 1901.

[767c]

CHS. J. GAUPE & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audenard's Watches, awarded the highest Prize at every Exhibition, and for Volkmann and Sohn's CELEBRATED OPERA GLASSES.

Marine Glasses and Spy Glasses. Nos. 14 & 15, Queen's Road Central.

Hongkong, 19th July, 1901.

